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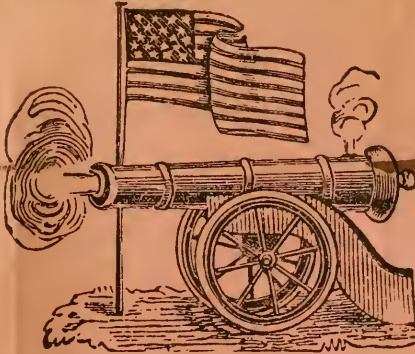
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RAILROAD COMMENCED!

BAYFIELD, LAKE SUPERIOR.

**EARLY HISTORY,
SITUATION, HARBOR, &C.
OCEAN COMMERCE,
MINERAL & AGRICULTURAL RESOURCES,
RAIL ROADS, STAGE ROADS, &C.
LUMBER, FISHERIES, &C.
CLIMATE OF LAKE SUPERIOR,
PRE-EMPTION LANDS,
INVITATION TO SETTLERS.**

AN ACCOUNT OF A PLEASURE TOUR TO LAKE SUPERIOR,

**Its Climate, Scenery, Pictured Rocks, Sailing Days of the
Steamboats, Fare, &c.**

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JUNE 1st, 1858.

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WITH

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THE EARLY HISTORY

OF

BAYFIELD, LAKE SUPERIOR.

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There is no one subject which presents to the antiquarian and the scholar a finer field for investigation than the early discovery and settlement of that portion of our country bordering on the great lakes. This region was partially explored by French missionaries and voyageurs from Canada, several years before the English cavaliers landed on Virginia soil, and many years before the arrival of the Pilgrim Fathers on the rock at Plymouth. It was not the thirst of sordid gain that influenced the first white man who looked down into the clear waters of Lake Superior, or who gazed with awe upon the mighty Mississippi, rolling down its turbid flood from the unknown wilds above. The spirit of religious enthusiasm explored the basin of the great lakes and the valley of the Mississippi. To the society of Jesus was given the task of civilizing and christianizing the red men of the north-west. From Quebec they ascended the Ottawa, and crossing the chain of small lakes, they preached the word of God in the hovels of the Algonquins on the Bays of Huron. They sailed among the islands of the Manitouline Archipelago, and at Saut. St. Marie, at the outlet of Superior; entering that vast inland sea, they settled at Bayfield, and at La Pointe, three miles distant, and penetrated to the furthest extremity, where the St. Louis, white with the foam of its cataracts, enters the lake amid groves of pine. The venerable fathers who undertook this great and pious work, looked to no human praise for their reward, to no human sympathy for their toil or suffering. Kissing the symbol of their faith, and with the "Te Deum laudamus" issuing from their parched lips, they laid down their lives in the wilderness—their requiem the crackling of the fagots, their funeral anthem the war-whoop of the Indian. No where in the States have there been enacted more stirring scenes than in the pioneer settlements of Lake Superior. If all these events could be written—the journeyings into the wilderness, the hand to hand struggle with hardship and want, the years of toil, the stern and lofty heroism, in strifes where no world looked on to applaud—would produce a history whose pages would outshine the greatest work of fiction that the imagination could possibly produce.

SITUATION OF BAYFIELD.

If one were to point out on the map of North America, a site for a great commercial city, it would be in the immediate vicinity of the "Apostles' Isles." A city so located would have the command of the *mineral* trade, the *fisheries*, and the *lumber* of the entire North. It would become the metropolis of a great commercial empire. Bayfield is situated on the southern shore of Lake Superior, in La Pointe county, Wisconsin, about eighty miles east of the town of Superior and directly opposite La Pointe on Madaline Island, from which it is sepa-

rated by a channel two miles wide with an average depth of water of about sixty feet. This channel is so enclosed by the group of islands, known as Apostles' Islands, that it is protected against winds from any and all directions. The channels of entrance into the Bay are wide and deep, making it one of the safest and most commodious natural harbors in the world. Its geographical position for commercial advantages, as will be seen by reference to a map of the surrounding country, is equalled by few and excelled by none of the most favored localities in the north-west.

"The contiguous country, for some twenty miles west and south-west, is hilly, but not generally precipitous, the soil is good, and heavily timbered with the white and Norway pine, white birch, balsam, sugar maple, soft maple, basswood and oak. Thence, 'the country spreads out into beautifully undulating oak and pine openings,' of excellent soil, extending to the rich valleys of the St. Croix and Chippeway rivers, and almost entirely free from swamps, rendering the opening of roads to the St. Croix and Mississippi settlements easy to be accomplished.

"The surface upon which the town of Bayfield is laid out is most admirably adapted to health, convenience and beauty. That portion of the plot south of Washington avenue and east of Fourth street is level and dry bottom land. From this area the surface rises gently in north-westerly, westerly and south-westerly directions to the confines of the plot, from the higher portions of which numerous springs rise, furnishing an abundant supply of excellent water. The grounds are so laid out, that all the avenues and ten of the eighteen streets terminate on the Bay. In short, the location need only be seen to be admired."

The land was located and the town site selected by the Hon. Henry M. Rice, whose far-seeing sagacity, in such matters at least, is acknowledged by all acquainted with him.* The town was laid out in the spring of 1856. The proprietors have expended a large amount of money in the building of two substantial piers, a large saw mill, capable of cutting between two and three million feet of lumber annually, a commodious hotel, and in opening a road to the St. Croix river to the lumber region, which connects with other roads leading to the Falls of St. Croix, St. Paul, etc. The buildings in the town are generally larger and more substantial than in most of the new towns on the Lake. During the past year a Methodist church was built, and it is in contemplation to erect an Episcopal and a Presbyterian church this season. It is confidently anticipated that the Presbyterian church will be built during the summer, and that a minister of that denomination will reside here.

For the encouragement of settlers, the owners of Bayfield lots have determined to sell them very low, to those only, however, who will improve. This is the true policy, and by this means speculators, the curse of every new country, are prevented from monopolizing property

* Senator Rice was one of the pioneers of St. Paul, and early predicted its rapid growth; he now predicts that Bayfield has quite as bright a future as St. Paul.

to the detriment of the interests of the town. The contemplated beginning of the work on the Railroad at Bayfield will create great demand for labor and all kinds of material.

RAILROAD GRAND GRANT.

A few months after the town was laid out, Congress granted to the State of Wisconsin, two million acres of land to aid in the construction of certain railroads, the terminus of one (the St. Croix and Lake Superior) it was *specifically* stated in the grant should be at Bayfield.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be and is hereby granted to the State of Wisconsin, for the purpose of aiding in the construction of a railroad, from Madison or Columbus, by the way of Portage city to the St. Croix river or Lake, between townships twenty-five and thirty-one, and from thence to the west end of Lake Superior, and to Bayfield. Every alternate section of land designated by odd numbers for six sections in width on each side of said roads respectively, etc., etc. Approved June 3, 1856."

PRE-EMPTION LANDS.

In consequence of this grant all the public lands in the northern part of Wisconsin were immediately withdrawn from sale, even from pre-emption. These lands are now restored to market. Were this fact fully understood among those now emigrating to the north-west, as well as that an immense amount of the very best land is still unentered, which would, in as favorable situations in Minnesota, readily command from fifteen to twenty dollars per acre, there could hardly fail to be tens of thousands pouring in to take possession of this region. To pre-empt means to *occupy*. The settler leaving his family in the East until he makes his arrangements, on arrival at Bayfield, examines the land, and makes his selection. He then erects a shanty, or a house, if he has the means, cuts down a few trees, covering a half acre, clears it off. Then he files a written notice of his intentions at the Bayfield Land Office, describing the land, see page 314 in the new work on Wisconsin and Lake Superior. Full instructions and the necessary affidavits are there given to those making a "*claim*." Then the settler receives his certificates from the Land Office, and has one year to pay for his farm. A "*minor*," who is the head of a family, or a "*widow*," may also pre-empt, their families being required to *live* on the land. The largest quantity of land one person is entitled to enter is one hundred and sixty acres. Uncle Sam is a liberal landlord, and will take his pay in land warrants, which are now selling at the rate of about ninety-seven cents per acre, or *one dollar and a quarter* in cash. Thus a poor man can secure a rich farm near Bayfield of 40 or 160 acres, as suits him, for the large sum of \$50 or \$200!

There are still thousands of persons at the East, who look toward Bayfield with a disposition to emigrate; perhaps they mete out from year to year a bare subsistence, the year rolls by, and if they have enjoyed the right to labor during the bulk of it, they have accumulated but little. Imagine some of these persons on their own farms, the plough in their grasp and fortune before them. Where, then,

would be the result of their labor? House, ploughed land, fences, barns would grow under their hand with half the labor now given to procure a living, and every day's work would be for themselves, and would add to their own personal wealth, to say nothing of the yearly rise in their property. The immediate vicinity of Bayfield to the immense pineries which cover so large a portion of North-western Wisconsin, as well as to the untold wealth of the mineral region of Lake Superior, secures to the farmer a home market for everything he can raise, at prices as high and often higher than he can obtain in the eastern cities, while an abundance of lumber of the very best quality can always be had at first cost.

The Legislature of Wisconsin recently chartered a company to make a plank or turnpike road from St. Croix Falls to Bayfield and Superior. It is expected that during the summer there will be a regular mail coach line established, running from Bayfield to connect with other lines to the Mississippi, to St. Paul and other places. Three mail contracts were given out the latter part of April by the Post Office Department, viz., one from Chippewa Falls to Bayfield, one from St. Croix Falls to Bayfield, and one from Superior *through* Bayfield to Ontonagon. The contractors having the route from Bayfield to St. Croix Falls, (near St. Paul,) have agreed to send out men and material *at once to Bayfield* to arrange for carrying the mail and all passengers through. They will at once build station houses on the route and say that they will be prepared to accommodate all the travelling public. It has been confidently asserted, that Bayfield *is by water* nearer to Cleveland and Buffalo than Chicago is. Mr. J. S. Ritchie in his entertaining guide book on Wisconsin and Lake Superior, a work invaluable to the tourist and emigrant, and which should be in the hands of every visitor to the north-west, says:

"When the *St. Croix and Lake Superior Railroad* is completed, an astonishing revolution will be made in the transshipment of freight to the north-west. As it is a settled fact that transportation is impelled by an irresistible impulse into the cheapest and most direct channels of communication, the following statements and tables of distances will prove that the Lake Superior route is not only the nearest, but by far the cheapest means of shipping freight to the north-west, and a saving in time of from ten days to two weeks. Let us take New York as a starting point from the seaboard, and St. Paul, at the head of navigation of the Mississippi, as the terminus. The distances between these places are as follows:

	Miles.
From New York to Chicago, by canal via Albany and Buffalo, and by steamboat via Detroit,	1632
From Chicago, by railroad via Dunleath, and via steamboat to St. Paul,	568
	2200
From New York to Buffalo via canal,	508
" Buffalo to Bayfield via steamers and propellers,	1061
" Bayfield via railroad to St. Paul,	160
	1729

Showing a difference of 471 miles, and one transshipment less in favor of the Lake Superior route.

COPPER AND IRON.

In the immediate vicinity of Bayfield large lumps of both copper and iron ore have been found. In grading one of the streets of the town a lump of very pure copper ore weighing several pounds was picked up. Our limits forbid a description of the vast mineral resources of the Lake Superior region, the mountains of iron ore and the extensive veins of pure copper mixed with silver. Mr. Ritchie's work contains a minute account, together with the recent discoveries of the ancient mines.

FISHERIES.

In the neighborhood of Bayfield, among the group of the Apostles' Islands, fisheries are established, which will add greatly to the population and wealth of the town. Several thousand barrels of fish are exported yearly from these fisheries. The product of the fisheries of Lake Superior are of great importance to the inhabitants and States which lie on its borders. It abounds with the most delicious fresh water fish known. The flavor of its trout, white fish and others, is much superior to that of the other lakes, and they command a higher price in market. This branch of commerce is increasing very fast in consequence of the opening of the Saut. Ship Canal, and rapid increase of settlement along the lake.

When the northern part of Wisconsin and Minnesota becomes more thickly settled, an immense quantity of grain, flour, etc., will be sent to the East from Bayfield, the most direct route. The lumber business, also, will in a short time be very extensively carried on, and the future opens a bright prospect for this branch of industry.

DIRECT TRADE WITH EUROPE.

Vessels can as easily sail from Europe to Bayfield, as from Chicago to Liverpool. The experiment of an uninterrupted navigation from the lakes to the Atlantic Ocean was proved by the successful voyage of the *Schooner Dean Richmond*, in the Spring of 1856, from Chicago to Liverpool, and the arrival of the British Schooner, *Madeira Pet*, the 14th of July, 1857, with a cargo of merchandize from Liverpool, at Chicago. What is true of Chicago is true of BAYFIELD. What is possible by the St. Lawrence river and canals, is equally possible with the great Ship Canal of the Saut. St. Marie. The Detroit Advertiser of a recent date, says: "The vessels which Captain Pierce will send out this Spring to Liverpool with cargoes, are the barques C. J. Kershaw, 382 tons burden; Chieftain, 370 tons; brigs Black Hawk, 388 tons; Cuyahoga Chief, 384 tons, and a three-masted schooner named the Indian Queen.

ST. MARY'S FALLS SHIP CANAL.

Congress, in the year 1852, granted 750,000 acres of land to build this canal, it was finished in May, 1855, and is superior to any thing of its kind on this Continent. Its locks are the largest in the world. The canal is about seven-eighths of a mile in length, one hundred and fifteen feet wide at the top of the water, containing a depth of water of twelve feet, and is principally excavated through rock. This Ship Canal has opened to the lower lakes a navigation of fully a thousand

miles. The following shows the estimated amount of freight for the past three years, as taken from the bills of lading furnished by the masters of vessels :

The total value of up freight for the years 1855-6, was	\$4,425,700
Down freight :	1855. 1856. 1857.
Copper, tons,	3,196½ 5,726½ 5,759½
Iron ore,	1,447 11,297 26,184½
Estimated value, including iron blooms, fish, &c., for 1855-6,	\$2,875,000
“ “ “ for 1857,	3,005,775

Total value of down freight since the canal was completed, \$5,880,805

The number of passengers passing through the canal in 1855, was 4,270 ; in 1856, 4,674, and in 1857, 6,650.

Mr. Andrews forcibly remarks, in his official report to government, in the year 1850 :—“ Our shipping will have an uninterrupted sweep over waters which drain more than three hundred thousand square miles, of a region abounding in mineral and agricultural resources. They may be water-borne nearly half way across the Continent. The inexhaustible elements of wealth on the shores of Lake Superior will then become available.” Again he says :—“ *The summer tour of travelers will be extended to a cruise around Lake Superior, and from La Pointe, i. e. Bayfield, many will cross over to the Falls of St. Anthony on the Mississippi river.*” It affords us great pleasure to bear our testimony to the accomplishment of these predictions of Mr. Andrews. The summer tour from Bayfield to St. Paul has repeatedly been made. *The Messrs. McCloud drove over on several occasions in a light buggy in the spring and fall of 1857.*

AGRICULTURAL RESOURCES.

The soil in most parts of Wisconsin is composed of the black deposit of decayed vegetation, which for ages has flourished in wild luxuriance, and rotted upon the surface. A soil thus created, of impalpable powder, formed of the elements of organic matter—the dust of death—is adapted to the highest and most profitable purposes of agriculture, yielding crop after crop in rank abundance, without an artificial manuring. An intelligent traveler, in a communication published in the Cincinnati Gazette of the 9th of August, 1855, says :—“ Fifty years labor in New England, or twenty years’ toil in Ohio, are not equal in their results to five industrious years in Wisconsin.” The land near Bayfield will return a greater yield of crops, for less labor, and then prices are but little under Eastern markets ; transportation is so cheap and speedy, which renders this land as valuable as those of the East. A fortune could be made in supplying the steamboats and hotels alone with vegetables. The following is the result of our experiment in potatoes growing in new land near the town of Superior. “ In June, 1857, four potatoes were selected, weighing nearly one pound each ; they were cut into eighty-two sets, each set with a single eye, and they occupied fifty-six square feet ; were planted June 22d, and dug up October 22d, in presence of numerous witnesses. The product was two hundred and ninety-four potatoes, weighing eighty-one pounds, or

at the rate of ten hundred and fifty-six bushels to the acre, of 60 pounds to the bushel."

"Nearly all the productions of the Middle States are raised; finer peas, beans, etc., I have never met with in *horticultural* exhibitions; in fact we can beat old Ireland in size and quality of potatoes."

A correspondent of the Superior Chronicle of October 14th, 1856, says:—"I measured onions, grown from seed, that were *thirteen inches* in *circumference*, and a crook-necked squash that measured *twenty-seven inches* long by *eleven* in circumference; oats heavily corned, and fully ripe, sixty inches in height, and tomatoes weighing one pound each. One parsnip, which was pulled for me, measured 32 inches; this was not its entire length, as the end remained in the ground. A beet, pulled at the same time, measured twenty inches. It has been demonstrated that we can raise *large crops of hay, wheat, oats, peas, beans, salad, radishes, cucumbers, turnips, beets, carrots, parsnips, pumpkins, etc.*" A farmer, (an emigrant from Maine,) assured me that standing in his meadow, he could barely see over the fields of grass. The stalks averaging about five and a half feet in height! We mention these instances for the purpose of correcting a false impression which has hitherto prevailed, that it was too far North to raise vegetables. Want of room alone prevented the writer from bringing East, *in his trunk, a turnip weighing fifteen pounds, some enormous beets, and a potatoe weighing two pounds. Space, however, was found for some tobacco leaves, one measuring twenty-six inches in length by fourteen in width, and several potatoes weighing from three-quarters to one and one-eighth pounds each.* These specimens were especially admired by farmers in the neighborhood of Philadelphia, for their appearance, size and quality. We might also mention that forty-five potatoes to the bushel is of common occurrence in this region.

We have often remarked the surprise of travelers, evidently farmers, on their first visit to this region, at the appearance of our agricultural productions. "Well! that beats old York State," says one. "Aye, and old Pennsylvania," says another; while a third remarks, "If that was known in Chester or Bucks county, half the farmers would emigrate." One, more inquiring than the rest, would ask the price of the land; when told it was "taken up" at government price—that is *one dollar and a quarter per acre*—what says he? "A farm of 160 acres for *two hundred dollars*?" Even so, my friend, and thousands of acres waiting for such as you to cultivate.

Let those who reside in cities, and cannot find profitable employment, come here and raise their food out of the bosom of the earth. Thousands have made the experiment, and to-day are among the wealthiest and most respected of our citizens.

It is incomprehensible to me to see so many hard-working farmers, laboring in the Eastern States on miserable farms, from ten to one hundred acres in size, when such inducements are offered near Bay-field, as buying farms at low prices, or selecting to suit themselves from government land at \$1 25 per acre. The rapidity also with which internal improvements advance, approximates with each year the value of produce near the market-prices of the East, and, consequently, gives an enhanced value to their farms.

We assert that a good farmer or mechanic failing to succeed in Bayfield is almost an impossibility. In fact we would like to hear of one. The first crop raised generally pays both for the farm, clearing timber and improvements. Again, in proportion as the population increases, houses must be built, and these houses must give employment to mechanics to build them, and to all kinds of tradesmen to support them, and the remuneration that will be paid in every case will be very great. *Let it be also remembered, that every mechanic or day-laborer, besides his daily wages, can pre-empt a farm of 160 acres, and from his savings pay for it before the year rolls round!*

The great difficulty in new places is, that most of the settlers occupy themselves either as merchants, mechanics or land speculators. These occupations are well enough in their own way, but they are all non-producers, and derive existence from the industry of others, thereby neglecting what the Creator intended for man—to till the earth. If thousands of the poor laborers had emigrated here, we would not now hear so much of the distress in the large cities. *Methinks a man ought to succeed when land is worth \$1 25 per acre, a ready market, and city prices for all he can raise.*

The following is an extract from a late newspaper, in reply to those who would keep persons from emigrating to Lake Superior:—"Suppose," says the writer, "that the descendants of the inhabitants of the Old Colonies had remained on the Atlantic borders, around their homesteads, could we, their children, have been able to point to the present bright galaxy of stars in the National Ensign, emblematic of each member of this glorious confederacy? No, sir! The Daniel Boons, Jacksons, Clays, Casses, Houstons, and the other once poor boys, these self-made men, have still their representatives, who are now settling up the remote frontiers. But why is it that people emigrate? Why do so many thousands turn their backs upon their homes, tear up by the roots those associations and sympathies, the growth of a life-time, and, above all, why do they go out to unknown places, to undergo hardships, and begin among strangers a new experiment? It is the law of God. The world must be occupied and subdued by civilized man. The divine command to Abraham is still in force. 'Get thee out of thy country, and from thy kindred, and from thy father's house,' etc. It is for this reason men emigrate, and not only because they are restless and impatient of present evils."

CLIMATE OF LAKE SUPERIOR.

On this subject we will make copious extracts from Mr. Ritchie's work on Wisconsin and Lake Superior. He says:—"A healthier region does not exist; here the common diseases of mankind are comparatively unknown. The lightness of the atmosphere has a most invigorating effect upon the spirits, and the breast of the invalid swells with new emotion when he inhales its healthy breezes, as they sweep across the lake. None of the American lakes can compare with Lake Superior in healthfulness of climate during the summer months, and there is no place so well calculated to restore the health of an invalid, who has suffered from the depressing miasms of the fever-breeding soil of the South-western States. This opinion is fast-gaining ground among medical men, who are now recommending to their patients the health-

ful climate of this favored lake, in preference to sending them to die in enervating Southern latitudes.

“The waters of this vast inland sea, covering an area of over 32,000 miles, exercise a powerful influence in modifying the two extremes of heat and cold. The uniformity of temperature thus produced, is highly favorable to animal and vegetable life. *The most delicate fruits and plants are raised without injury*, while four or five degrees further South they are destroyed by the early frosts. It is a singular fact, that Lake Superior never freezes in the middle; and, along the shores, the ice seldom extends out more than fifteen to eighteen miles. The temperature of its waters rarely, if ever, change, and are almost always at 40° Fahrenheit—the maximum density of water. In midsummer its climate is delightful beyond comparison, while, at the same time, the air is softly bracing. The winds are variable, and rarely continue for more than two or three days in the same quarter. We have no epidemics, no endemics; miasmatic affections, with their countless ills, are unknown here; and the lustre of the languid eye is restored, the paleness of the faded cheek disappears when brought into our midst. The characteristics of the Lake Superior climate must be felt to be fully realized; but when once experienced, it will hardly be relinquished for any other. The purity of the atmosphere makes it peculiarly adapted to all those afflicted with *Pulmonary* complaints, and such a thing as *Consumption* produced by the climate, is wholly unknown. Fever and ague, that terrible scourge of Illinois, Indiana, Iowa and Kansas, is rapidly driven away before the pure and refreshing breezes which come down from the North-west; and thousands of individuals from the States below, have already found here a safe retreat from their dreaded enemy. It is also a singular fact, that persons suffering from *Asthma*, or ‘Phthisic,’ have been greatly relieved, or, in some instances, permanently cured by a residence in this climate.”

Dr. Owen, the celebrated U. S. Geologist, says:—“At the Pembina settlement, (in latitude 49°) owned by the Hudson’s Bay Company, to a population of five thousand, there was but a single physician, *and he told me, that without an additional salary allowed him by the Company, the diseases of the settlement would not afford him a living.* We earnestly entreat all those suffering from debility, asthma, and the incipient stages of pulmonary complaints and consumption to hasten to this favored climate, as astonishing cures have been effected by simply one summer’s residence here. At Bayfield will be found a new and commodious hotel, where every attention is given to the comfort of guests; here the tourist, pleasure seeker, and the invalid will find ample accommodations. For the lovers of aquatic sports, the harbor of Bayfield is equally inviting for boating or yachting. The disciples of Isaac Walton, or Nimrod, may exercise their skill in luring the speckled trout, or his more noble brother, the lake trout, or spearing the white fish, until he wearies with satiety.”

In regard to the winters, Mr. Ritchie says:—“In my opinion, there is nothing relating to Lake Superior more misrepresented, and less understood, than its winters; the very mention of which, a few years ago, and even at the present time, in the Atlantic States, conveys almost a sensation of misery—but how far the reality? Instead of

snow, sleet, rain and fog, alternating with very little sunshine, what do we find? The winter season is said to be, by the oldest residents, the most agreeable part of the year, with plenty of blue sky, fine bracing atmosphere, and very little rain from the month of November until April. Besides coughs, colds and diseases of the lungs are comparatively unknown here, and this alone should recommend the climate of Lake Superior. 'Tis true, snow falls to a considerable depth, making the roads level, and filling up all their inequalities, and, so far from being an inconvenience, adds greatly to the comfort and happiness of all. This is the season for hilarity and social enjoyment; its lengthened eve is full of fireside joys. In this region, less snow falls than in either the New England States, or northern New York. The testimony of the oldest fur traders, long accustomed to this climate, proves the truth of these assertions."

In this connection, it will not be out of place to state a few facts concerning the climate, since the delusion which formerly prevailed at the east, that this country was altogether too far north to be valuable, is hardly yet dissipated. It is true, that the average temperature of our winter months, is considerably lower than that of western New York, but, on the other hand, the average of the three remaining seasons of the year, is also comparatively higher. The mean temperature of each season accompanying the census of 1850, was:

Place.	Spring.	Summer.	Autumn.	Winter.
Rochester, N. York,	45.21	67.76	49.21	27.28
Ft. Snelling, near St. Paul,	49.16	70.85	50.41	15.19

From which it will be seen, that the climate is more favorable to the growth of vegetation at the latter place, than at the former.* It has been found, in past winters, in comparing the meteorological reports of Lake Superior with observations taken at St. Paul, that there was a difference of at least ten degrees in favor of Lake Superior, notwithstanding it is nearly one hundred miles north of St. Paul. The subjoined observations were made by the army surgeons stationed at Fort Wilkins, Copper Harbor, in Lat. 47° 29' N.:

Mean annual temperature,	-	-	-	41° 4'
Mean temperature of the summer,	-	-	-	61° 4'
Mean temperature of the winter,	-	-	-	21° 1'

* Result of Meteorological observations taken from the report of L. Washington, Esq., at Superior, Wisconsin, 90 miles west of Bayfield, Lat. 46 deg. 38 min. 31 sec., Long. 92 deg. 3 min. 28 sec. Height of station above the sea, 658 feet. The mean temperature is as follows:

	Deg.		Deg.
For week ending June 1, 1856,	55	For week ending Oct. 18, 1856,	46
" " " 29, "	62	" " " Nov. 1, "	38
" " " July 12, "	60	" " " 15, "	35
" " " Aug. 2, "	74	" " " 29, "	26
" " " 16, "	62	" " " Dec. 13, "	20
" " " 30, "	62	" " " 28, "	16
" " " Sept. 6, "	68	" " " Jan. 3, 1857,	20
" " " 20, "	53	" " " 11, "	12
" " " Oct. 11, "	52		

ADVICE TO SETTLERS.

The settlement of Bayfield was unlike that of many other towns. Emigrants from the Atlantic cities, and from most points of the western interior, came here principally on steamboats, and brought with them all the conveniences and comforts of civilized life; indeed, many of the luxuries were, in about *one week's time*, without toil, danger, or exposure, transported to their new homes, and in a few months they were surrounded with the appendages of civilization and the blessings of law and society. The fare from Cleveland to Bayfield on either steamboat or propeller is only \$20. The deck or steerage passage is \$11. Time occupied is from three to four days; distance, including stoppages at all the towns along the route, about 950 miles. We assure our friends that this is the only way, at present, to reach Lake Superior. The splendid floating palaces, the steamers North Star, City of Cleveland, Illinois, and the propellers Iron City, Northern Light, Manhattan, General Taylor and Mineral Rock, leave Cleveland, Ohio, weekly, for all the Lake Superior towns. Messrs. Hussey & McBride and Hanna, Garretson & Co., are the agents for these steamers at Cleveland, and S. P. Brady, Esq., at Detroit. We invite attention to the cards of these agents at the end of this pamphlet. The sailing days of the steamers are given, so that those desirous of engaging state rooms can secure them by addressing the agents at Cleveland, and make their travelling arrangements accordingly. It is without exception the finest tour in the United States. Messrs. A. T. Spencer & Co., are the agents at Chicago for the splendid steamer Lady Elgin, Captain Tompkins, one of the pioneer Captains of this route. The Lady Elgin has recently been refitted in the most elegant manner, and we cordially recommend this boat to our readers everywhere. In this connection we will add, that the fare from Philadelphia to Cleveland via Pennsylvania Central Road is, \$13; Fast Emigrant Line \$6; see advertisement, page 16. Emigrants can purchase houses in Cleveland, Detroit and Chicago ready to set up, (nails, glass, etc., etc.,) costing, complete, from \$50 to \$500 and over; also stores are made to order, etc. *Thus the settler can embark from either Cleveland, Detroit, or Chicago with his house, store, furniture, goods, cattle, etc., and in four days be landed at Bayfield.* We mean good sized houses; some are 16 by 25 feet, two stories high. Freights on lake boats are low; the rate from New York to Bayfield is \$1 per hundred pounds. It would astonish "Alladin" even, were he to see how quickly houses are erected and occupied now-a-days. And then for him to look at a stump machine clearing a stump or a tree from the ground in a few minutes. Who would go to Kansas, Nebraska and other out of the way places, where there is no timber to build even a log shanty with, where the wind in winter rages fearfully across the level prairies? Ah! my readers, if you want to feel the keen, cutting blast, settle in a prairie country. A few winters ago, we remember several trains of cars being shut up in snow-drifts in Illinois. *Settlers, do you want a magnificent climate, lands of unrivalled fertility, no chills, fever, ague, damp and disagreeable weather, sloppy walking, keen, cutting winds, constant political agitation, etc.? Then emigrate to Bayfield and enjoy the Lake Superior atmosphere.*

This pamphlet is published expressly to call the attention of those desirous of settling in the West to the advantages presented by Bayfield. Why should the climate of Lake Superior, second to none, in healthfulness, and already proved to be like that of Upper Egypt, not be mentioned to the invalid, to whose suffering frame it would impart renewed health? Or the soil, whose richness is such as to encourage industry and enterprise, not be brought to the attention of the agriculturist? May not the strong impressions, left upon my mind by a residence in this region, be told for the benefit of others?

TO THE TOURIST AND PLEASURE SEEKER.

During the past few years, the talk of fashionable tourists has been of the magnificent scenery and bracing climate of Lake Superior. Every summer brings an increased number, who return delighted with their excursion, and generally improved in health. The most direct route from New York and Philadelphia to Lake Superior, is via. the Pennsylvania Railroad to Cleveland, Ohio; the fare to Cleveland is only \$13 00. The steamers sail several times a week, punctually, and their sailing days will be found on page 15. State rooms may be engaged for the round trip; time, eight days, by addressing the agents at Cleveland, Ohio. Every traveler should purchase the new Guide Book on Wisconsin and Lake Superior, published by Charles Desilver, 714 Chestnut street, Philadelphia. It is the only book yet published with a correct map of Lake Superior, showing the track of the vessel, new towns, copper and iron region, &c., and the only work containing the latest accounts of the copper and iron mines, &c. See advertisement on cover.*

We extract the following from Mrs. Ellet's "Rambles in the West." Leaving Cleveland, "the scenery differs entirely from that on the Atlantic frontier. Passing up Detroit river, the view of the city and islands, sleeping calmly on the waters, with the sunlit river, and the distant expansion into Lake St. Clair, form a lovely picture. The city is lost behind the woods as you enter on the broad, calm sheet of this fairy lake; passing, in a few hours, into St. Clair river, where the character of the scenery changes, losing its aspect of cultivation and populous life, but gaining in interest as the shores become bolder. Approaching Lake Huron, the scenery grows still wilder; uplands, partially cultivated, rise from the river, and further back lies a line of dense forest; here and there is an island with clumps of trees and marshy shore, and you will continue to admire the brilliant shades of purple and green peculiar to these waters.

"At the foot of Lake Huron, Fort Gratiot, the headlands and point, with its lighthouse, the islands in the distance, and the long sweep of Lake Huron complete the picture. It was early in the morning when we lay among the green islands of Thunder Bay, then a crimson line on the edge of the horizon grew brighter, and presently the great sun lifted himself from the bosom of the deep, sending a radiant flush over the waste of waves, and the woods on the distant isles.

"The Island of Mackinaw," (at which the boats touch,) "has been called the diadem on the brow of the North-western lakes, and its his-

* Copies sent by mail, free, on receipt of the price, \$1 25.

torical associations are extremely interesting. This is the classic ground of Indian mythology.

"St. Mary's river is the paradise of beautiful islands, thousands of which lie in its different channels ; the soft line of shore and drooping foliage, and rocky headlands are doubled in the clear mirror ; now you pass between islands fringed with evergreens, or along side rocky uplands crowned with a straggling forest growth, the hills swelling gradually into loftier heights, till the Granite mountains rival in startling beauty, the higher range at the base of which the lordly Hudson takes way.*

"A few more windings among the fairy isles,† and 'the Saut' is in view ; on the left shore the tall pickets and blockhouses of its fort conspicuous, its neat white houses and stores below ; and on the right the foaming rapids." Here the steamers enter the locks of the great Ship Canal ; it requires nearly an hour's time to pass through into the river again. Then a few hours more and the steamer ploughs the waves of Lake Superior.

"The Alpine scenery of Lake Superior has been admired by many visitors. The great sand-dunes of this lake, called Grand Sables, have attracted attention as unique objects of American scenery. These form a range for some four miles, of vast heaps of sand drift, rising like a lofty structure of marble, to the height of two hundred and fifty or three hundred feet, their summits capped with loose drifts."

The world may fairly be challenged for so magnificent a display of elevated coast, with such varied forms of architectural ruins, bathing their massive and columnar fronts in the clear waters, as is presented in the pictured rocks. Mr. Ritchie says, "They form a perpendicular wall of nearly 300 feet in height, extending over ten miles. It needs but a bold stroke of the imagination to fancy we see mystic towers, columns, arches, Doric temples, and varied forms of architectural ruins."

Grand island, extensive and rock bound, next appears. Opposite this island, on the main shore, a company of Philadelphians have lately laid out the town of Munising. A large and commodious hotel will be erected this summer, a pier, and numerous houses for the new settlers. The next stopping place is Marquette, at this point large quantities of iron ore are exported. Thence the steamers coast along Keweenaw point, stopping at the great copper mining depots—Copper harbor, Eagle harbor, Eagle river and Ontonagon. But little justice can be done by description, to the varied and sublime scenery of this inland sea ; it is of itself well worth a tour of observation from the farthest part of the Continent. Eighty miles beyond Ontonagon and the steamer passes among the "Apostles' Isles," touches at La Pointe and arrives at Bayfield. The situation of the town is very picturesque, and the appearance of its buildings present quite an imposing appearance. The Bayfield hotel is one of the best built and commodious hotels on the Lake. Here we recommend every traveller

* See map in Wisconsin and Lake Superior.

† Captain Church, of Sugar Island, is quite celebrated as a manufacturer of raspberry jam. In 1857 he exported about *ten tons*.

to spend a few days and enjoy the fine fishing and sailing on its beautiful bay. After a few hours sail, the city of Superior appears, situated on the Bay of Superior, at the head of the Lake; here the voyage terminates. The Superior house is the largest and best kept hotel and we cordially recommend our readers to stop there. We recall the weeks spent in this hotel with great pleasure; the table was kept in the best style, etc.

We close this sketch with a few extracts from the description, by an Ohio editor, of his impressions of Lake Superior and its new towns, he says:—"The shores, clad in perpetual verdure, rising upon the vision and receding in the distance, stir up the mind with their grandeur and mellow it with their beauty, creating an intense harmony that may be felt and enjoyed but cannot be described. There was the wildness of nature as it presents its rugged front as a barrier to the footsteps of all, conquering art, and there too was the foothold art had made from which to take up her march. There was the wigwam of the Indian beneath the shadow of the church, and both within the rustling of the forest leaves. There was the birch canoe and the steam-breathing "thing of life," side by side, resting on the bosom of the same water. There was the Indian himself in his pride, his silence, his keen observation and his stolid indifference, and there too was the white man in his pride, his bargain-driving talkativeness, his keen observation and active non-indifference. The one as nature made him centuries since, the other artificially done up to order, yet very cleverly done. The one living with nature while she lives in an unchanged and unbroken state and dying with her when her order and her quiet is disturbed; the other levelling, disordering and disturbing her, expelling and succeeding her companions; there, too, were the young cities on this father of lakes that was to do their behests by conducing to their growth and power, but now quietly leaving her feet; and there too was the fertile soil yet to be reclaimed from the almost impenetrable forest. When we saw all these and what was to be done, and their destiny rose up like a mighty vision before us, we could but question, as we did, is it possible? When we called up Chicago, that has grown since our own knowledge of the west from a serawny town of 4,000 inhabitants to a 120,000 souled city; when San Francisco and Sacramento rose up before us, as they burst upon a world in less than a decade, as cities of the first magnitude; then the hum of busy industry from the whole Pacific coast fell on our ear, which but yesterday was startled by the shrill whooping of the Indian; when we saw St. Paul striding like a man with its swaddling clothes still hanging to it, and indeed almost the entire west of a Jonah's gird growth, we answered, *it is possible*. And now, when we know the richness, the fertility, the beauty, the hidden and the exposed wealth of the great Western and North-western country that is and must ever be tributary to this lake, we are more sanguine than ever of the growth of the new towns of Lake Superior."

1858

LAKE SUPERIOR LINE.

1858

The New and Splendid, Fast Sailing, Low Pressure Steamers

CITY OF CLEVELAND,
Capt. Lundy,ILLINOIS,
Capt. Frazer,

And newly fitted up Passenger and Freight Screw Steamers

IRON CITY,
Capt. Turner,MINERAL ROCK,
Capt. Ryder,GENERAL TAYLOR,
Capt. ———

Will comprise the line for 1858.

CITY OF CLEVELAND

LEAVES CLEVELAND,

April 22, at 8, P.M.	August 5, at 8 P.M.
May 3, " " 16, "	" 29, " " 12, "
May 13, " " 26, "	May 10, " " 23, "
May 24, " Sept. 6, "	" 20, " Sept. 2, "
June 3, " " 16, "	" 31, " " 13, "
June 14, " " 27, "	June 10, " " 23, "
June 24, " Octo'r 7, "	" 21, " Octo'r 4, "
July 5, " " 18, "	July 1, " " 14, "
July 15, " " 28, "	" 12, " " 25, "
July 26, " Nov. 8, "	" 22, " Nov'r 4, "

ILLINOIS

LEAVES CLEVELAND,

April 19, at 8, P.M.	August 2, at 8, P.M.
" 29, " " 12, "	" 29, " " 12, "
May 10, " " 23, "	May 10, " " 23, "
" 20, " Sept. 2, "	" 20, " Sept. 2, "
" 31, " " 13, "	" 31, " " 13, "
June 10, " " 23, "	June 10, " " 23, "
" 21, " Octo'r 4, "	" 21, " Octo'r 4, "
July 1, " " 14, "	July 1, " " 14, "
" 12, " " 25, "	" 12, " " 25, "
" 22, " Nov'r 4, "	" 22, " Nov'r 4, "

With the Screw Steamers Iron City, Mineral Rock and General Taylor, making Three Boats leaving Cleveland every week through the season.

The "City of Cleveland" and "Illinois" have been fitted up expressly for the travelling public; being acknowledged, in point of speed, accommodations, and appointments, unsurpassed. The "Iron City" comes out completely renovated: her cabin being extended her full length, giving her first class Passenger accommodations; while her Freighting facilities, with the "Mineral Rock" and "Gen. Taylor," are admirable.

The Steamers make the round trip in eight days. Rooms for any of the trips can be secured by addressing

HUSSEY & McBRIDE, Commission Merchants,
Cleveland, Ohio.

RATES OF FARE.

FROM	TO	CABIN.	DECK.	FROM	TO	CABIN.	DECK.
Cleveland,	Detroit,	\$3 00	\$2 00	Cleveland,	Portage Lake,	\$16 00	\$10 00
"	Mackinac,	7 00	5 00	"	Cop. Harbor,	16 00	10 00
"	Saut St. M.,	9 00	5 00	"	Eagle Harbor,	16 00	10 00
"	Munising,	15 00	9 00	"	Ontonagon,	18 00	11 00
"	Marquette,	15 00	9 00	"	Bayfield,	20 00	11 00
				"	Superior City,	22 00	13 00

1858 CLEVELAND, DETROIT & LAKE SUPERIOR LINE. 1858

The Splendid, Upper Cabin, Floating Palace Steamer, North Star, Capt. B. G. Sweet, is not surpassed in point of speed and accommodations, by any boat on the Lakes. It performs its trips with surprising regularity. Rooms secured for the round trip, (time eight days,) by applying on board, or to

NORTH STAR LEAVES CLEVELAND,

April 26th.	June 17th.	August 9th.	Sept. 30th.
May 9th.	" 28th.	" 19th.	Oct. 11th.
" 17th.	July 8th.	" 29th.	" 21st.
" 27th.	" 19th.	Sept. 9th.	Nov. 1st.
June 7th.	" 29th.	" 20th.	" 11th.

HANNA, GARRETSON & Co., Agents, Cleveland, Ohio.
S. P. BRADY, Detroit.

1858

FOR LAKE SUPERIOR.

1858

The Splendid New Propeller Northern Light, Captain J. Spaulding, and the Manhattan, Captain Charles Caldwell.

For Freight or Passage, apply on board, or to

HANNA, GARRETSON & Co., Agents, Cleveland.

1858.

FOR LAKE SUPERIOR.

1858.

CHICAGO, MILWAUKIE AND LAKE SUPERIOR LINE.

Steamer LADY ELGIN, E. H. TOMPKINS, Commander, cannot be surpassed by any steamer floating the Western waters, and is the *only* Boat that can be relied on from Chicago, by passengers wishing to go to the City of Superior, and connecting at Superior with steamers for towns on the North Shore, and also at Mackinaw, with the Collingwood Boats.

STEAMER LADY ELGIN

Leaves Chicago at 8 o'clock, P. M.

Tuesday, -	May 4th.	<i>Pleasure trips to Colling</i>	Friday, -	" 27th.
Monday, -	" 17th.	<i>wood, through Georgian</i>	Tuesday, -	Sept. 7th.
Saturday, -	" 29th.	<i>Bay and around Lake</i>	Saturday, -	" 18th.
Thursday, -	June 10th.	<i>Superior.</i>	Friday, -	Oct. 1st.
Monday, -	" 21st.	{	Wednesday, -	" 13th.
Thursday, -	July 2d.		Tuesday, -	" 26th.
Tuesday, -	July 13th.		Monday, -	Nov. 8th.
		Tuesday, July 13th,		
		AND		
		Saturday, July 31st.		
		Monday, - Aug. 16th.		

For Freight or Passage, apply to

A. T. SPENCER & CO., Agents, Chicago.

1858.

THE SHORTEST ROUTE FROM

1858.

**BOSTON, NEW YORK & PHILADELPHIA
TO THE GREAT WEST,
AND TO LAKE SUPERIOR.**

Pennsylvania Central Railroad, from Philadelphia to Pittsburg, and thence by railroad to Cleveland, Cincinnati, Chicago, Burlington, Indianapolis, St. Louis, Kansas, St. Paul's, and all other points in the Great West.

This Road also connects at Pittsburg with Daily Lines of Steamers to all ports on the Western rivers, and at Cleveland and Chicago with Steamers to all ports on the North-Western Lakes, and all the new towns on Lake Superior, making the *cheapest, most direct and reliable route* by which Emigrants and Freight can be forwarded to all these points.

Close connections are made with this Railroad Line at Philadelphia, by all the Passenger Trains running westward from Boston and New York.

Two through trains leave Philadelphia daily, forming close connections at Pittsburg to all points West.

Fast Mail and Accommodation Trains, (Sundays excepted,) viz :

Fast Mail Line at 1.00 P. M., arriving in Pittsburg at 3.20 A. M.

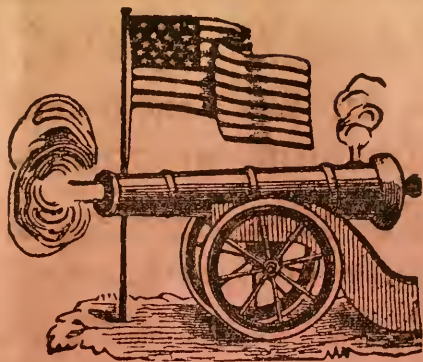
Express Mail Train at 11.00 Night, " " 1.55 P. M.

Returning—Fast Mail Train leaves Pittsburg at 8.00 A. M., arrives in Philadelphia at 12.10 Night.

Express Mail Train at 10.00 P. M., arrives in Philadelphia at 12.40 P. M.

GLORIOUS NEWS.

NORTHERN PACIFIC RAILROAD



COMMENCED AT ST. PAUL!

THE ST. CROIX & LAKE SUPERIOR RAILROAD

Will be commenced in a few days from June 1, 1858, at Hudson, Wisconsin! A detachment of Surveyors arrived at Bayfield May 2d! Minnesota admitted into the Union as a sovereign State! *She has pledged her credit, by the popular majority of nearly 30,000 votes, for a loan of \$5,000,000 to assist her railroads.* \$2,000,000 of this money is raised already, (June 1,) and fifty (50) miles of the road from Stillwater, on Lake St. Croix, near Hudson, to St. Paul and St. Anthony is now under contract! (This is the Northern Pacific Railroad.) 1500 men will be set to work immediately, and this 50 miles is to be in running order before December next! Thus the first link in the railroad from St. Paul to Superior, and to Bayfield, will be completed in a few months. This is great and glorious news for emigrants to the Lake Superior Country. Now or never is the time to settle at Bayfield and Superior. Why? Because farms are cheap, speculators are embarrassed, and the fine lands and beautiful sites they clutched so tightly, do not realize for them. The taxes are gnawing a hole in their profits. They must sell; there is no other alternative. It will be a great advantage to Wisconsin for these farms to be in fresh and energetic hands.

A fine climate, soil and every inducement a man can desire. Thousands of farms to be had of Government for a Land Warrant, or \$1 25 per acre. Property holders, to induce emigration, will give any one desirous of farming, *all he can raise, and rent free on a fine farm for several years.* All a man has to do is to come out with his axe and hoe, and he can commence at once to farm on these terms. *Property owners are anxious to make such bargains.* Now is the time to come here! Such an opportunity will never occur again! The North-west has only commenced to improve. Who can predict its great and glorious destiny? Now is the time to emigrate here, and grow with its growth. Property must in the nature of things advance for at least twenty years to come, or until the next periodical revulsion. Therefore, Farmers, Mechanics, Laboring Men, Foreign Emigrants, and all others, hasten out and take advantage, as Shakspeare says, of

“That tide in the affairs of men, which taken at the flood,
Leads on to fortune.”

THOMPSON RITCHIE,
NOTARY PUBLIC,

Dealer in Real Estate and General Agent,
SUPERIOR, WISCONSIN.

JOHN M'CLINTOCK, JR.,

LATE OF ST. PAUL, MINN.

General Agent for the purchase and sale of property in Bayfield, Superior,
Munising, etc. Maps of the Lake Superior towns can be seen at his office,

Washington Buildings, Third Street above Spruce,
PHILADELPHIA.

ANDREW LEVERING
REAL ESTATE AND MONEY
BAYFIELD & SUPERIOR PROPERTY FOR
ST. PAUL, MINN.

SUPERIOR HOUSE,

CITY OF SUPERIOR,

CORNER OF HOLLINGSHEAD AVENUE AND SECOND ST.,

Is a First-class Hotel, kept in New York style. Every attention given to the
comfort of guests. Pleasure yachts and teams for the accommodation of
visitors, etc.

JOSEPH H. NOURSE,
REAL ESTATE AGENT,
BAYFIELD, WISCONSIN.

WM. McABOY,
BAYFIELD, WISCONSIN,
CIVIL ENGINEER, SURVEYOR AND REAL ESTATE AGENT.

BAYFIELD TOWN LOTS FOR SALE,

At BAYFIELD, WISCONSIN. See advertisements.





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